APRIL-MAY 1951

CPAC Newsletter

What Price Civic Beauty?

Last month two aldermen in Ottawa withdrew a motion of theirs which would have asked City Council there to consider a prohibition on the further erection of billboard advertisements. They did this because of a noticeable lack of support from other members of Council. Writing about this, the Ottawa *Journal* was critical on the one hand of the spread of these unsightly billboards and on the other of the system by which permits for their erection were given, and we understand that permission can be taken for granted. The *Journal* termed it a system "best calculated to give us billboards to the point of complete saturation".

In Toronto, the *Globe and Mail* turned its fire on city officials because it disagreed with the policy in respect to tree chopping. The *Globe* argued that too many trees were being cut down and not enough were being planted. It termed this "official vandalism of the worst sort" which leaves little doubt as to the position of the newspaper on this matter.

It is easy enough to pass off such criticism, and it may be possible to argue that in neither case was it warranted. However we think that such criticism has a healthy effect and would like to see a little more of it in other Canadian communities.

It is through indifference and neglect that minor abuses tend to accumulate to the point where they have created a serious and perhaps unmanageable problem. We could easily reach the stage when we are "saturated with billboards" and are annoyed at the conditions in which we must live. Criticism at that stage is a bit futile and a bit late.

It has been said that the price of good government is constant vigilance. A similar vigilance is needed if we are to preserve what beauty we have and create new beauty wherever possible. Criticism is an expression of such vigilance and it is likely that the more criticism we find, the more likely we are to achieve communities which are made for good living.

Housing in the North Atlantic Triangle

It often seems that Canadian manners lie midway between the British customs in which they were rooted and the American ones by which they are technicoloured. The value of our currency for instance is softer than the U. S. Dollar but harder than the Pound Sterling. John Bull's railways and radio are nationally owned, Uncle Sam's are private, ours are both—and so forth.

We thought of this when reading a recent note by Professor Gorden Stevenson of Liverpool in the *Architects' Journal.* One of the proposals made to the Massey Commission by CPAC was that there be National Awards for Good Development. Professor Stevenson dealt with a similar scheme under which the better British post-war housing estates were given awards by the Ministry of Health. Some of the estates, judging from photographs, looked like pleasant groups of dwellings, but Professor Stevenson complained with justice that their designers had not profited by all the housing wisdom gained through the past thirty years in America. The British critic welcomed the attention that his fellow countrymen had given to the *appearance* of their housing. However he suggested that they might well have another look at the *site planning* done by such American masters as Clarence Stein. He cited the separation of footpaths from roads, the consolidation of open spaces, the grouping of garages, and the ease of access to local shops (in such American examples as the Greenbelt towns and Baldwin Hills Village) for emulation by British housing architects.

As this *Newsletter* appears, some 180 young Canadians will qualify for degrees in architecture from our universities. We think that this newly graduated crop might best make their mark by striving for the reasonableness of housing layout characteristic of Clarence Stein or Henry Wright, combined with the charm of Frederick Gibberd's or Anthony Chitty's or Brian O'Rorke's designs. Thus Canada could, with some pride, take its housing position in the North Atlantic Triangle. What a revolution in Canadian housing waits to be achieved between 1951 and that time!

Press Digest

HALIFAX—In a report to the annual meeting of the Halifax Council of Social Agencies, President C. Fred Fraser called for a city-wide survey of housing needs. Mr. Fraser felt that the provincial government should take full advantage of the National Housing Act and said that education of public opinion as to the great need for more housing would be necessary.

Recreation Director Ray K. Smith, explained to City Council that the Burrit report of 1946 should provide the basis of any long-term planning on the Common for recreational activity. This meant levelling, sodding and seeding the ground and erecting a building which could be used as a comfort station and equipment storeroom.

DARTMOUTH—An experimental five room house built by Dosco engineers may be of importance in giving housing consumers in Nova Scotia a lower priced home. Except for wooden window frames and doors, the house is constructed from a new substance developed from the slag deposits of Dosco steel plants. Sponsors assert that the material can be produced in large quantities and is watertight, blastproof, soundproof and economical.

ST. JOHN'S—The Federal and Newfoundland governments have signed an agreement for the developing of two residential areas in this city. The project, falling under the National Housing Act, will result in some 650 residential lots with streets, parks and recreational space.

QUEBEC—The proposed annexation of the suburban communities of Petite-Rivière and Quebec West is a matter of immediate concern to responsible officials in the Ancient City. Quebec's present population is about 200,000 but it is increasing steadily and land is needed for new industries and for further housing projects.

AYLMER, Que.—A Montreal syndicate is planning to erect 1,000 houses on 200 acres of land just east of this town in an area which Aylmer hopes to acquire by annexation from the township of South Hull. The land has been purchased and the syndicate has retained Dr. E. G. Faludi as planning consultant for the project. To enhance the appearance of this development, there will be different types of dwellings built and parks and roadways will be provided.

OTTAWA—Opposition from business proprietors has thwarted plans for a no parking ban on two of the city's main business thoroughfares. The no parking ban is part of a general traffic plan which Traffic Inspector James A. Callaghan would like to see adopted. Already Council has approved a set of one way streets in the downtown area along with special loading areas for trucks. Mayor Goodwin has also said that the city is preparing a bylaw which would require large buildings to provide off street parking. This would be effective when and if enabling legislation is passed by the province.

While there was general agreement that many billboards and other advertising signs were not very nice, City Council gave little support to a motion asking that a committee be set up to study the problem of prohibiting such signs. The alderman who moved this couldn't get permission to reword the motion so he withdrew it. The signs apparently will stay.

GANANOQUE—Town Council in this St. Lawrence River community, has drafted a 10-year master development plan intended to provide facilities on land needed for both industry and housing.

TORONTO—Criticizing the Ontario Municipal Board for refusing to amend the Official plan for Toronto, City Council's property committee voted unanimously in one instance to override the Plan without seeking approval of the Municipal Board in the usual way. Councillors objected to what they claimed was the injustice consequent upon the rigidity of the present scheme.

The Committee granted permission to a Toronto businessman to operate a printing plant in an area designated as residential in the master plan. Effect of the regulation is to forbid the printer to buy an existing candy factory in this area and convert it to his own use.

Meanwhile a new zoning bylaw, complementing this very Master Plan, is said to be nearing completion.

Traffic Trouble

Both long and short term steps towards the solution of traffic troubles, particularly in the business area of the city are up for discussion in the Queen City.

Beginning in May, some 1,100 parking meters will be installed in downtown Toronto. Profits on the operation of these meters will help to provide parking lots in the same section. Traffic engineer Burton doesn't believe that the meters will help much and he has warned that the city must move immediately to prevent the sale of any remaining parking lots for building purposes.

A harried City Council has in the meantime set up a special committee to do two jobs here. One is to study Alderman Granell's proposal that open sided parking garages of 10-12 stories, holding 400 to 600 cars, be erected in the downtown area. The second is to submit to Council a comprehensive parking program for the entire city.

Planning Commissioner Tracy D. LeMay says that there will likely be a change in the Municipal Act as the current session of the Ontario Legislature, which will give municipalities the authority to compel owners of new buildings to provide off-street parking for their tenants (presumably large office buildings, etc.) but this can have only a limited effect in built-up areas.

Industrial expansion in the Toronto area continues at a merry pace according to statistics released by A. B. Cooper, president of the Toronto industrial commission. Mr. Cooper reports that since 1945, an average of 250 acres a year has been purchased as sites for new plants or for the expansion of existing industries. Last year a record 500 acres was bought, 65 per cent of which was intended for the expansion of existing plants.

In 1947, the Toronto Area Planning Board approved a scheme for the development of Toronto Island. Included in the plans was the construction of a tunnel to link the Island to the mainland, picnic grounds, recreation areas, apartment blocks and amusement spots. The idea was to make the area available to a greater part of the public. During March of the present year, Chairman W. H. Bosley of the Toronto Harbor Commission revived discussion on the apparently forgotten plans when he reported to City Council. Council asked him to prepare further plans and bring them back for consideration within three months time. Present material shortages could very well put the plans back in an office pigeon hole for an indefinite period, if Council doesn't.

Conservation Reports

The 330-page Don Valley Conservation report issued in February envisages another well developed recreation area for Toronto's residents. Terming the Don as "one of the most heavily polluted rivers in the province considering its volume of flow", the report had little criticism of present land use throughout the watershed but indicated that the chief concern is to keep the stream running strongly enough to clear it of sewage dumped into it by 6 municipal sewage disposal plants within the Greater Toronto area.

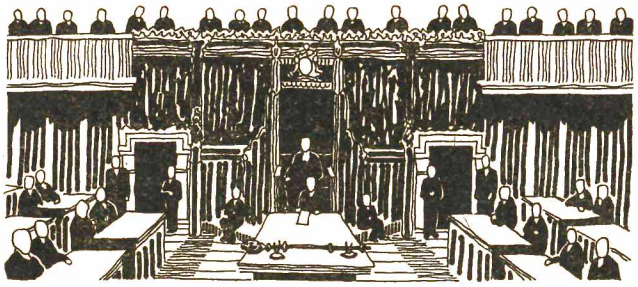
Major proposals were the projected establishment of two artificial lakes for recreation, and reservoirs on the river's headwaters to improve summer flow and dilute pollution of the river.

Later in the same month the Don Valley Conservation Authority passed a tentative budget of $25,000, the major allocation being intended for the purchase of park and reforestation sites.

Septic tanks, sewage disposal plants and certain factories are contributing to pollution conditions in the Humber River, which are considered injurious to health. The conclusions follow upon tests made by the Ontario Department of Health at various points on the river during the past four years and were made known to the Humber Valley conservation authorities by its Pollution Control Advisory Board.

A pollution control program based on the report is to be started by the authority this year. Included in the program is the purchase of 400 acres of reforestation land and the possible construction of one or two dams to eliminate silting.

From the Legislators . . .



Dispersal of Industry

A new Department of Defence Production headed by Trade Minister C. D. Howe is now being set up and given wide powers to direct the production of the planes, guns, tanks and ships needed for the defence of Canada. Speaking on the bill creating this department Mr. Howe said that "it is the view of military experts that it would take a very glittering target to attract an attack by an atomic bomb". He thought that only a few such targets existed in Canada. Mr. Howe also indicated that the production of defence goods will probably occur chiefly in our major industrial centres. Both Mr. Howe and the Prime Minister said that the government would regard with approval, any attempts made by private companies to decentralize.

Rent Control

Prime Minister St. Laurent said in the House: "There has been no change in the policy of the government, announced several months ago, affecting nation wide rent control, which will expire at the end of April. The information I have, obtained from the press rather than from official sources, is to the effect that most of the provincial governments are arranging to enter this field at that time."

Ed. Note: All provinces according to latest news reports have adopted or indicated their intention to institute some form of rent control.

Cost of Living

Mrs. Ellen Fairclough (Hamilton West): "As other costs rise, the cost of municipal administration rises with them . . . all requirements of municipal services have been hit. All sorts of supplies, uniforms, cost of buildings, sewers, sidewalks and roads, as well as the necessary adjustment in wages, inadequate though they may be, have been added to this load. This in turn has provided an additional burden for the home owner and a further aggravation of the rental housing situation . . . This government has aggravated the situation still further by the double-barrelled onslaught of the abolition of rent control and the curtailment of housing loans."

The Ontario Budget

Education Minister Dana Porter said that the policy of the government was to provide as much assistance as possible to municipalities and to allocate this money where it was most needed. Grants to Toronto for instance might appear small because that city could collect substantial revenue from industry and commerce. Smaller communities on the other hand, sometimes depended entirely on property taxes for revenue and often were unable to raise enough that way to meet their obligations. Mr. Porter said that while provincial grants in 1944 made up only 17% of the total municipal tax levy, it now accounted for 45%. Last year $90,000,000 was paid out for such local activities as education ($42,500,000), police, fire, welfare services, hospitals and roads.

Of particular interest to CPAC is the announced grant of $1,000 per bed to assist counties and municipalities in providing homes for older persons. Premier Frost intimated that a new policy of constructing cottage settlements rather than large institutional type buildings might be adopted at a future date. This would be in line with suggestions made at the CPAC—Welfare Council conference in Toronto in February (see March *Newsletter*).

Opportunity for Planning

In our March Newsletter we said in an editorial that we favoured permanent housing; pointed up the importance of the location of industry, and argued that we now have a new if somewhat different opportunity to create attractive communities.

Dr. E. G. Faludi, secretary of the Institute of Professional Town Planners had this to say about the current situation, and it is substantially the same.

"Situation of the defence plants themselves is the primary factor. Since they involve people as well as utilities, land, and transportation, they must be located where they fit the existing plans of the municipality concerned. Where no specific plan exists, *one should be prepared at once*, at least for the region surrounding the industrial area." Dr. Faludi thought that solidly constructed multi-unit row housing to accommodate six to eight families was preferable to "temporary" housing.

More on dispersal of Industry

At the fifth annual meeting of the New Brunswick Council of Labour (CCL), President Angus MacLeod of Saint John stressed the need for new industry in N. B. He reported that while the province had only 2.8 per cent of Canada's labour force, it had 6 per cent of the unemployed. Pressure from both the Maritimes and the Prairies Provinces for a greater share in defence contracts is growing. The *Financial Post* has given its support to Manitoba Premier Campbell's plea for more consideration in the awarding of defence contracts for small companies located in the less industrialized provinces. Said the *Post*—"Certainly from the standpoint of national defence, as well as national development, our industry will be safer and more stable if spread widely over the country. Moreover in this new defence program where immediate big volume is not as vital as if we were already engaged in full scale war, *there is an unusual opportunity to promote decentralization.*"

Study of City Street Design

The City Engineers Association of Ontario has set up a committee on structural design of city streets under the chairmanship of Nicol MacNicol of Forest Hill Village. The committee will attempt to correlate all the important factors in connection with structural street design including foundations, pavement bases and surfaces, pole lines, trees and any other structures involved in the design of a complete street.

The Suburban Trend

One important fact is already evident from the 1950 census returns in the U.S.A. That is the great suburban growth and the very small gain — and occasional loss — in the population of older, more central sections of the larger cities.

Building in suburban areas has increased greatly and is evidenced in public works programs to provide such community facilities as — schools, water systems, sewage lines, fire and police stations and highways. To prevent builders from passing on too large a share of the expenses of developing raw land, there has been a substantial growth in sub-division control laws.

The decentralizing of downtown business centres had led large stores to expand into outlying areas, and at the same time has municipal officials worried. Tax dollars gleaned from residential and business property are being lost to the suburbs while expenditures are increasing — reflecting in part the suburbanite demand for improved highways, parking facilities and other amenities. The suburbanites in effect use city services but contribute relatively little toward the expense involved; — at least that is the way in which the process is viewed by the municipal finance officer.

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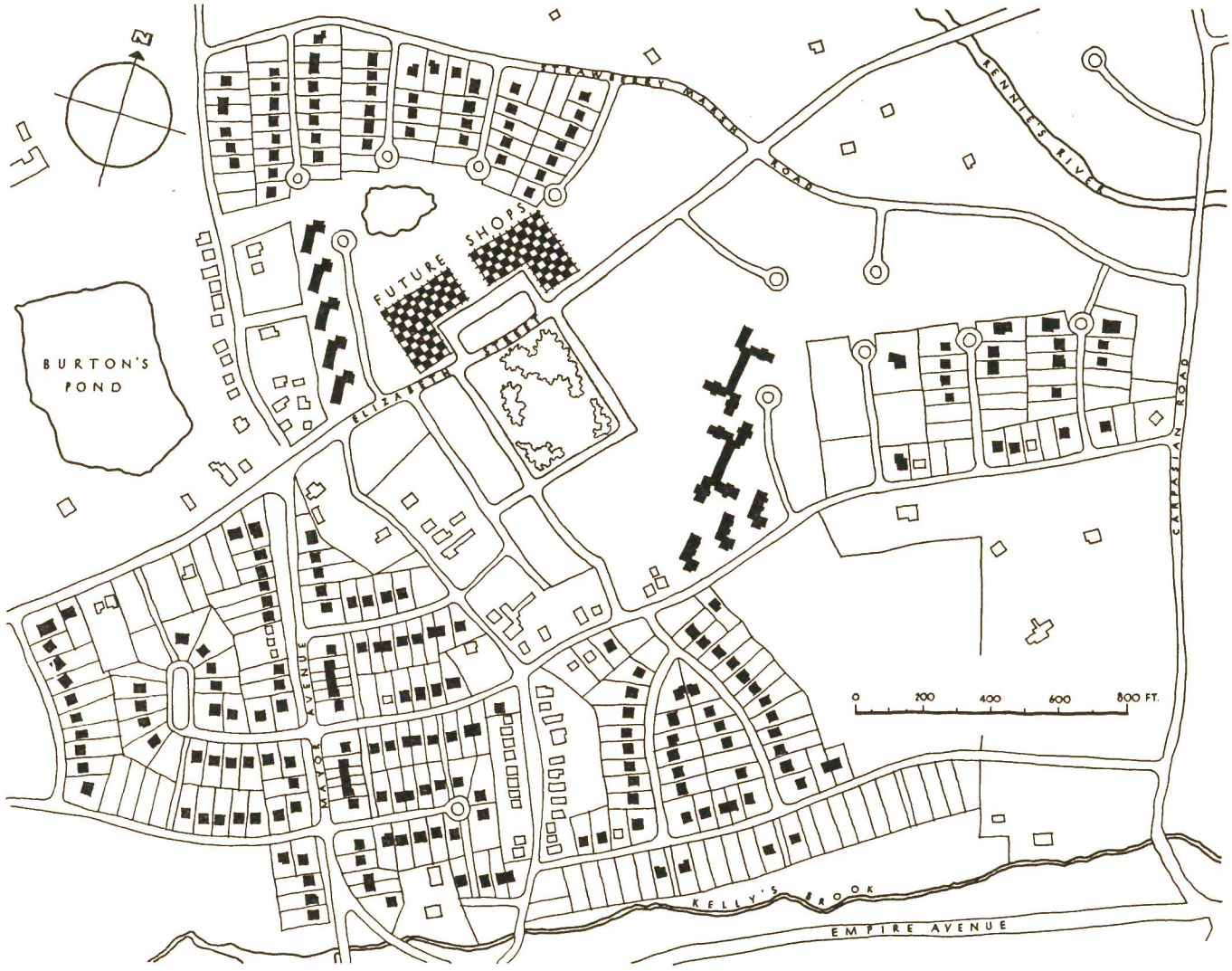
CHURCHILL PARK, ST. JOHN'S — *design for good living*



In a past *Newsletter* it was suggested that new construction in Canada during the next few years can contain attractive neighbourhoods with adequate and well placed amenities. Churchill Park in St. John's Newfoundland is an example of what has been achieved already in one of our Canadian cities. It isn't an ideal community but it is a vast improvement over much of the other kind of building that is taking place in our metropolitan centres—and in our smaller communities too.

Churchill Park was planned and laid out as a mixed type of development which would cater to the various needs of housing consumers. Here we can find apartments for rent and houses for sale. The houses are of various types: bungalows; storey and a half, and two storeys. Within convenient walking distance there is a modern shopping centre taking shape. Numerous small residential streets with cul-de-sacs minimize noise and bustle and permit children to play in greater safety. A ring road links the village with the main traffic arteries leading into the city proper. Trees, some 2000 of them grace the landscape. Here in short is a community that combines utility with beauty. How did this all come about?

Perhaps the best answer to this is to say that Churchill Park didn't just grow up. It became what it now is because there was in the first instance a desire to create a worthwhile place to live, and secondly because there was a group who were willing to work hard to translate ideas into concrete form.

It was in 1944 that the St. John's Housing Corporation was formed and charged with the duty of carrying out a programme originally suggested by the Commission of Enquiry on Housing and Town Planning in Newfoundland. Since that time the members of the Corporation have held 314 meetings to decide on policies and remove bottlenecks in the carrying out of their project.

Housing in Ontario

The 1950 housing program as reported to the Ontario legislature is as follows:

New housing units completed	31,663
carry over	27,512
Conversions	1,500

Land assembly projects under Section 35 of the National Housing Act—*London, Windsor, St. Thomas, Kingston, Ottawa, Atikokan.*

A sum of $1,500,000 has been set aside in the 1951 budget to continue the government's program. A grant of $144,000 to Toronto's Regent Park housing development is in line with the original experimental grant of $1,000 per unit. Presumably this policy will now apply to the complete project which is to consist of 1,062 units. Three more 48-unit apartments will be started shortly.

It was also stated that Sudbury, Matheson (near Timmins) and Brampton (see news) are looking for Section 35 aid.

BRAMPTON—The town of Brampton will try to annex a 196 acre tract as the site of a housing development for new workers expected to be taken on at the Avro plant in nearby Malton, but only if it can obtain financial assistance from the senior governments under Section 35 of the National Housing Act. Provincial authorities say that such financial aid will be considered only if the housing project is undertaken as a municipal venture, which it is not at this date.

GUELPH—An 81-acre stretch of land known as the Green Acres Survey will soon be purchased by the city of Guelph for a reported $24,000. The land is expected to take care of any new housing developments for the time being.

PARIS—Another new planning board in Ontario is probable if this municipality heeds the advice of the Brantford and Suburban Planning Board.

Replying to a request from Paris that it extend its jurisdiction over that municipality, the Board said that it would be preferable for Paris to establish a separate body. The 1951 town council will make a decision after further study.

WOODSTOCK—The private bills committee of the Ontario legislature has approved a bill which authorizes the annexation of 498 acres in East Oxford Township to Woodstock over the opposition of residents in the Township. Woodstock needs the land for industrial expansion and the committee could see no other way to provide such land.

SARNIA—The importance of acquiring well-located park sites in the newly annexed area of Sarnia before this area is chopped up by subdivisions was the theme of Chairman W. E. Germain's report to the annual meeting of the Sarnia Parks Board. Another Board member, former mayor J. C. Barr supported the chairman strongly and urged immediate action. He drew attention to the willingness of the City's Junior Chamber of Commerce to contribute $20,000 towards park development.

WINNIPEG—For the second consecutive time the Zoning Board of City Council has rejected an application for the erection of an industrial building in an area designated industrial under the city's amended zoning bylaw. Once again the reason for the Board's ruling was the protest voiced by Strathcona Street residents in the affected area. One of the houseowners asked the Board "if industrialization is forced upon us, is the city prepared to compensate us for devaluation of our property?" The same Strathcona residents persuaded Council to reject the application of the Manitoba Telephone System for permission to erect a large building in the area. However the rejection went for nought; the company intends to build anyway (see December Newsletter).

Five large industrial concerns are planning to locate in Winnipeg's West End it was reported here. The City owns much of the land in the proposed development area but is buying up several privately owned parcels of property to consolidate the building sites. The five firms will spend from $300,000 to $500,000 each on construction work and the total area covered may reach 40 acres.

SASKATOON—During the fall of 1950, the Saskatoon Housing Authority, a seven-member body, was appointed to conduct a survey of local accommodation needs. Now City Council has to decide what to do in the light of the report made by the Authority. The Housing Authority found that Saskatoon's housing shortage is acute, more so than it was in either 1946 or 1948, and estimated that 1,000 or more dwelling units are required very soon in order to house the present population adequately.

Moreover, continued the report, "there is a definite indication that house building by private enterprise will not be carried on at a rate sufficient to overcome this overall shortage."

The Authority left City Council with the problem of deciding whether to undertake a municipally assisted housing program and whether to do so under Section 35 of the National Housing Act, which would appear to be the most feasible scheme.

CALGARY—City engineer J. Ivor Strong has outlined a $10 million development program over the next few years to include sewer, bridge, road and building construction. A small but important item on the list of project submitted is $25,000 for a careful survey of the city, particularly the downtown area.

EDMONTON—The grid system of streets, long familiar to residents here and elsewhere but no longer considered adequate to

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CHURCHILL PARK

Before the first foundation was poured in July 1945, much preparatory work was needed. Land had to be expropriated (a Provincial Act gave permission) and compensation paid to owners. This alone merits far more comment than can be given here, for the method used was something new in Canada. Professional planning advice was sought and a plan drawn up. Zoning regulations were formulated so that business and public buildings would be suitably located. A concrete pipe and block plant was started and material manufactured there was eventually used in the project. Then with the first houses up, the Corporation ran into another and an important problem—people did not seem to want to live there. Prospective residents balked at the idea of moving to an area without municipal services, while on the other hand the transportation authorities refused to service the area until there were a sufficient number of persons to make this worthwhile. Movement was slow, but a few hardy souls moved in and others followed.

Now there are some 581 families living or about to live in the village. A total of 92 apartments in ten buildings, and 239 houses have been built and occupied. 250 lots have been sold, upon which a number of houses have already been erected. Some 797 acres of land have been expropriated, including land for two villages on either side of the present development, and Churchill Park is a thriving community.

In the report submitted at the end of 1950, members of the Corporation said that theirs had been "an onerous and in some respects a thankless task," but that "it is their hope that in the years to come, it may be their pleasure and their satisfaction to be able to feel that they have contributed something to the progress and to the development of the city in which they live". Few can doubt that they have done just that.

(From the Report of the St. John's Housing Corporation 1944-50. See also *Layout for Living* No. 23 for a report on planning in St. John's.)

Planning for Moncton's Future

Annual Report for 1950 of the Town Planning Commission for the Metropolitan Area of Greater Moncton.

From the City's Viewpoint

"By some it is claimed that town planning necessarily involves a curtailment of the freedoms which are the right of free people, and that planners are interferers with personal liberties. Though modern community living requires that each citizen live as a participant in a common endeavour, and therefore give up some of his claims to unsupervised activity, this sacrifice is no greater than any of the others which we must make for the sake of a lawful society. We cannot kill our neighbour; we cannot despoil him of his wealth; so why should we be permitted to endanger his life through faulty building, or imperil the value of his dwelling by the creation of an eyesore next door, or an ill-advised change in the character of the neighbourhood?

"There is, however, in this criticism a warning that town planners should always take an especial care to act reasonably and in a manner suitable to ready explanation to those whom they serve and for whose protection they hold office. Fortunate are we that the Commission which plans a better and greater Metropolitan Moncton is one which does bear in mind the great desirability of good and complete public relations. The master plan for Moncton is not a secret, but a well known and favourably received scheme, which as it unfolds, appears more and more suitable to our needs and ambitions."

This note by Moncton's Mayor Parlee is one of several by civic leaders and Commission members on such topics as: financing the proposals; the problem of rural areas; housing and the building code; smoke abatement; civic and community centres, and recreation areas.

Moncton is the hub of railway routes in the Maritimes and railway lands take up 20% of the city area. In terms of dirt, noise and traffic disturbance this poses difficult problems for the City. The Commission's suggested by-pass solution was put forward last year and is repeated in the 1950 report (see *Layout for Living* No. 33).

The task of preparing Zoning Bylaws and maps for Moncton and surrounding municipalities has been the major work during the past year for the Metropolitan Commission. A Zoning Committee of the Commission has all but completed this work with the co-operation of Special Citizens Committees for each municipality. The Commission hopes for adoption of the bylaws in the forthcoming year.

Press Digest

the needs of a modern city, will be replaced as much as possible by self-contained neighbourhood units with curving streets, cul-de-sacs and footpaths, if city planners here can persuade land owners of the advantages of such a scheme.

The average unit will hold about 3,500 persons varying with the topography and other factors, and each unit will contain a shopping centre, elementary school and recreational facilities.

Planning of such units is simplified where the land is city owned but in other cases, where purchases are involved, the problem becomes more difficult.

The newly laid out Parkallen subdivision is Edmonton's introduction to the neighbourhood unit system. Main traffic will be routed around Parkallen's residential streets making them safer and quieter. A zoning bylaw will define off-street parking requirements for Parkallen and will serve as a model bylaw for future neighbourhood units.

City Solicitor Thomas Garside reports that Edmonton is seeking an amendment to the city charter to provide the authority to acquire land for off-street parking. The city wants "to charge the cost of acquiring land for the purpose of off-street parking facilities against the properties which in the opinion of council are specially benefited thereby."

Outlining Edmonton's financial position to members of the Rotary Club here, Commissioner D. B. Menzies, warned that the per capita debt is increasing, and this combined with the borrowing restrictions proposed in the new cities charter now before the provincial legislature made it necessary to eliminate frills and spend for the city's more important needs. Mr. Menzies explained that bonding companies tend to invest in cities with the lower per capita debt. The new cities charter, he added, would limit city borrowing to one-fifth of its total assessment.

The Commissioner outlined the neighbourhood unit plan and gave Rotary members some interesting figures. He said that 260,000 persons can be accommodated within the present city limits; that rate of growth in Edmonton had average 10,000 persons a year for the past four years, and predicted a population of over a quarter of a million by 1960.

Meanwhile the city's industrial commissioner, Graham Curtis predicted increasing industrial expansion for this gateway to the north. Mr. Curtis said that nearly all of the sites for a new 30-acre area, planned in co-operation with the town planning department, have been sold.

Speaking before Edmonton's Junior Chamber of Commerce, Alderman Duncan Innes said that the city should follow a policy of reserving enough land for recreational and park purposes. Such reserved tracts could be sold at a future time if not needed. A. J. Hooke, Alberta's minister of economic affairs, has announced the establishment of 19 new manufacturing industries in the province during 1950, and reports that already 10 concerns are considering new plants in 1951.

NEW WESTMINSTER—While generally agreed that there is need for a new library building here, there is growing support for the idea that such a building should be part of a composite civic centre. There is overcrowding at the present police station and City Hall and present facilities at the library are overtaxed.

The Town Planning Commission will ask for time to study downtown traffic congestion before deciding on a suitable civic centre site.

VANCOUVER—In January of this year Central Mortgage and Housing Corporation decided to suspend further work on its Fraserview housing project. Now City Council is urging CMHC to complete the remaining 504 houses scheduled for Fraserview. Under the terms of the agreement between the city and the Crown Corporation, there is no time limit for completion of the whole project. (Ed. Note—CMHC has refused Vancouver's request).

There is still a serious enough housing shortage in Vancouver according to persons in the know. P. R. U. Stratton of the Vancouver Housing Association estimated the existing shortage at 10,000 houses.

In answer to numerous queries regarding raw land adjacent to Fraserview, the City has appointed a committee to draw up a master plan for the development of this land.

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CPAC LOGBOOK

ONTARIO DIVISION

It was reported to the Greater Toronto Branch of CPAC that Toronto's City Council had set up a committee to study sites and buildings for new homes for the aged. The Branch thereupon agreed to ask that Mrs. Jean Good of the Welfare Council be added to the committee. Mrs. Good was one of the guest speakers at the February meeting on "Planning Living Arrangements for older People" and she is quite conversant with these problems.

The Branch has also struck a committee which will prepare a brief outlining what can be accomplished under existing legislation in the province for providing better living conditions for older persons.

A memo has been sent to City Council asking that the maximum amount of Don Valley land be acquired now, so that it will be easier to implement future projects, recreational or otherwise, in that area.

MANITOBA DIVISION

Plans for the staging of a "Community Planning Week" throughout the province of Manitoba are being formulated by the Divisional Executive. This experimental project which is scheduled for May 28th to June 2nd is designed to acquaint more people in that province with what community planning can mean for their town, and the role that a citizens' organization such as CPAC can play in bringing about better communities.

The Division has performed a highly useful service by securing the voluntary services of professional planning consultant to assist the newly established town planning committee of Killarney to start work on some of the planning problems in their town.

CPAC's liaison with the Local Council of Women in Winnipeg will be strengthened by the appointment of Miss Florence Henderson of the executive of the Manitoba Division, to the position of Chairman of the Housing Committee of the Council.

BRITISH COLUMBIA DIVISION

The Division among other things is engaged in follow through work coming out of their recent Regional Conference. Resolutions passed at this Conference have been sent to all municipalities and several replies have been received. Representatives also met with the Building and Planning Committee of Vancouver's City Council and brought some of the resolutions to their attention.

To promote research into various fields of CPAC activity, the Division has formed a number of committees each having an average of four persons serving. Committees will deal with programme; fringe control in highways; express highway; exhibits; planning topics and a possible text for use in schools; membership; finance; subdivision and architectural design.

The Division's interest in promoting the use of graphic aids on community planning continues. CPAC hopes to co-operate with Vancouver's Town Planning Commission in staging a display on "town planning in Vancouver" at the Art Gallery in that city during May and September. Meanwhile two prominent American guests have visited Vancouver and helped to further stimulate interest in community planning. Frederic Gutheim, guest speaker at the national planning conference in Ottawa last fall, addressed a luncheon meeting attended by CPAC members, city aldermen, and other interested individuals. Mr. D. A. McGregor of the Vancouver *Province* came away impressed with many of Mr. Gutheim's suggestions. Writing in that newspaper he spoke of planning as the "fundamental function of city government" and said that Vancouver must give town planning a prominent position in its civic organization.

Miss Catherine Bauer, noted writer and housing authority, was the other guest from across the border. She spoke before a joint meeting of CPAC and the Vancouver Housing Association on the theme of the implications of the present emergency period for housing and town planning. Miss Bauer expressed the opinion that there was a good chance that intelligent planning proposals would gain acceptance in the next few years, partly because of the emergency which demanded a wise use of our land and resources. During her visit, Miss Bauer was interviewed for the press and radio, talked with civic officials and spoke to students at the University of B. C.

The Vancouver Branch held a general meeting on February 20th at which Professor A. Peebles of the University of British Columbia spoke on the role of Express Highways in a community planning program. Prof. Peebles emphasized that it was essential that the right-of-way for any proposed express highway be reserved well before actual construction begins.

The New Westminster Branch continues to press for action on the new City Hall, library, and a new Lulu Island bridge. Mr. Ivor Parry, the chairman of this Branch, was recently appointed Vice-Chairman of the City's Town Planning Commission.

City Council has received a brief from lawyer G. V. Pelton in which he asks for repeal of the "obsolete" twenty-five-year-old Shaughnessy Act. Mr. Pelton noted that the Shaughnessy area of Vancouver is serviced with sewers and waterworks which would cost a considerable amount if installed in undeveloped outlying districts. He said that there was room for some expansion in the area but that the present Act is a deterrent in that it prevents either the construction of multiple units or the subdivision of very large lots. Council will study the brief in some detail before taking further steps.

Initial work on Alcan's $550 million aluminum development project will likely begin soon. The project has been delayed by uncertainty as to the demand for aluminum, particularly in the U. S. A. The development will have considerable effect on B. C.'s economy. It will also offer a real opportunity for the adoption of sound planning principles. Eventually a town of 50,000 persons may be created.

VICTORIA—An entirely new Town Planning Commission has been set up here following the resignation of the entire TPC over a dispute with City Council (see March *Newsletter*). Appointed for a three-year term was Mrs. W. J. Shepherd of CPAC.

LONDON, Eng.—The Ministry of Town and Country Planning and those sections of the British Ministry of Health concerned with housing and planning, have been absorbed into a department which will now be known as the Ministry of Local Government and Planning.

COMING EVENTS

Civic Design, Summer School

The Physical Planning Committee of McGill University announces a summer school in civic design which is intended primarily for municipal officers. The locale is Ste-Anne-de-Bellevue, some 30 miles outside of Montreal. Enquire, Director, School of Architecture, McGill University, Montreal.

Meeting of Mayors

The Canadian Federation of Mayors and Municipalities will hold its 14th annual conference at the Hotel London, London Ont., June 11-15. Executive Director is Geo. S. Mooney, Mount Royal Hotel, Montreal 2.

Building Officials Conference

The annual meeting will take place from May 14-17, at the King Edward Hotel, Toronto. Further details from Commissioner of Buildings Kenneth S. Gillies, City Hall, Toronto, or Ontario Fire Marshall W. J. Scott, 210 Huron St., Toronto.

Municipal Finance Officers

The Municipal Finance Officers Association of the United States and Canada announces its 45th Annual Convention, April 23-26, Dallas, Texas. Executive Director, Joseph F. Clark, 1313 East 60th Street, Chicago, Illinois.

Community Planning Week

MAY 28th to JUNE 2nd is community planning week in the province of Manitoba. Sponsored by the Manitoba Division of CPAC, the project is designed to acquaint a wider group of people with the planning problems common to most towns, and to suggest how a citizens' organization such as CPAC can play an important part in bringing about a solution to such problems.

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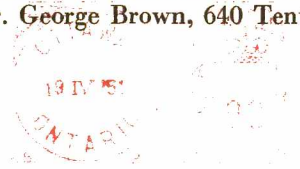
ALBERTA DIVISION OF CPAC

The 1st General Meeting of the newly established Alberta Division of the Association will be held in Calgary on June 1st and 2nd. Further information may be obtained by writing Mr. George Brown, 640 Tenth Street N.W., Calgary.



Mr. Stewart Fyfe,
Queen's University,
Kingston, Ont.

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